

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Poland	REPORT	
SUBJECT	Polish Construction Agencies and Equipment	DATE DISTR.	14 NOV 1958
		NO. PAGES	1
		REFERENCES	RD
DATE OF INFO.			
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POLISH CONSTRUCTION AGENCIES AND EQUIPMENT (C)

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[redacted] the 25-hp tractor will be mass-produced at URSUS, [redacted]
[redacted] this will be a temporary production lasting through 1959 only.
This 25-hp tractor is still considered to be too heavy for use on small privately
owned farms. By 1959 or early 1960, the Polish engineers should have a smaller
tractor ready for mass production which would be better for the private farmers.

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[redacted] Poland will not purchase a license from
abroad for any new designs for tractors to be produced in Poland in the future.
On the other hand, she will not usurp a complete design from the West. [redacted]
[redacted] in 1957, the Polish engineers realized that the 25-hp URSUS was too
heavy. [redacted] a new design was being developed. [redacted]

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[redacted] The exact horsepower was unknown, [redacted]
[redacted] it would be between seven and eight hp. [redacted] it would be
ready for mass production by late 1959 or early 1960. The tractor will undoubtedly
be produced at the URSUS factory but the attachments will be a cooperative production
from several factories (factories unknown).

[redacted] Poland would not purchase a design from
abroad for two reasons; the Soviet Union would never approve of such a move, and
more important, the Poles had developed their own tractor industry before WW II
and it would be too humiliating for them to seek a workable design from abroad.

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[redacted]
[redacted]
[redacted] the reinforced Star chassis will be employed.

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The plan for production was as follows: The original four-ton Star trucks are being produced at the factory at STARACHOWICE (N51-04, E21-04)(UTM EB-0456) and the new reinforced Star will be produced there also and will slowly replace the four-ton production, which will be taken over gradually by the factory at LUBLIN. The new seven-ton trucks will be similar to the Czech seven-ton Tatra.

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[redacted] when an enterprise bought a Polish produced shovel, it had to pay about 700,000 zlotys but when it bought one from Russia it had to pay only 100,000 zlotys. It was always cheaper to buy this equipment from Russia than from Czechoslovakia than to buy domestically produced construction equipment. [redacted] price was never a consideration in the purchase of such equipment from other Bloc countries. Most often the bills were paid in goods exchange or in currency long after the equipment had arrived. In the latter case, there were always discussions concerning the rate of exchange between zlotys and rubles for example. [redacted] often there were sizable variances from year to year in such rates of exchange (exact figures unknown). [redacted] the Soviets often used this rate of exchange to apply pressure or show favoritism to other Bloc governments.

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[redacted] the present output at the factory at KLODZKO (N50-26, E16-40)(UTM XR-1788) at about 20 light cranes monthly (these cranes are made of tubing which reduces their weight). [redacted] it could be expanded to about 30 to 40 monthly. [redacted] the output at the Warynski factory in WARSAW at about 40 yearly and stated that it could be expanded to 80 yearly if the need arose. [redacted] it was unlikely that the production of cranes would be expanded because the present production was considered sufficient.

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[redacted]
[redacted] This factory (Fabryka Maszyn Budowlanych - Wroclaw) employs about 400 workers. [redacted] it was producing road rollers. [redacted] its main production was brick machines (presses) which were used not only for red bricks but for cement bricks. [redacted] if it was producing road rollers, [redacted] it was just a side production.

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[redacted] This plant (Baza Remontowo-Produkcyjna) employs about 300 workers. [redacted] about 50% of the plant's capacity was for repair of cranes of all types and the other 50% was for the production of special equipment (cranes, derricks, compressors) and the production of spare parts for this equipment. When a special type of crane is needed for a specific construction project, Mostostal has it made in this plant (derricks, mast cranes, very heavy tower cranes, very heavy portal cranes, etc.) [redacted]

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~~Figure II (Sketch of the Location and Factory Layout
of Warynski Factory)~~

WARSZAWA, Poland
Scale: 1:100,000

Scale: 1:100,000

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97, czyste

84

Legends:

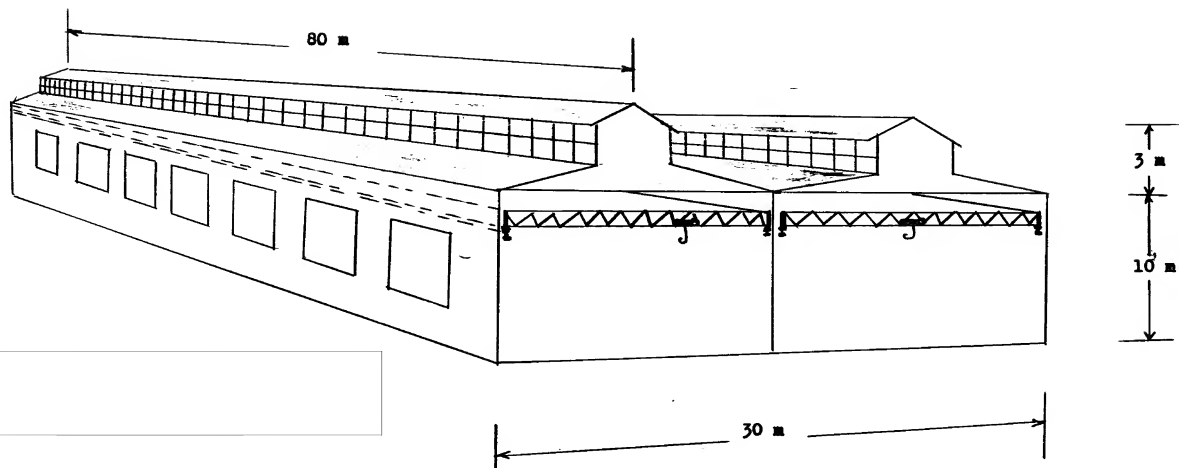
1. Factory location

Legends:

1. Brick wall, 2½ m high (around entire area)
2. Main factory building (See Annex B)
3. Storage building
4. Workshop
5. Ulica Towarowa
6. Ulica Srebrna
7. Aleje Jerozolimskie
8. Ulica Kolejowa
9. Main gate
10. Ulica Grojecka

Annex B

SKETCH OF THE MAIN FACTORY BUILDING (WARYNSKI FACTORY)



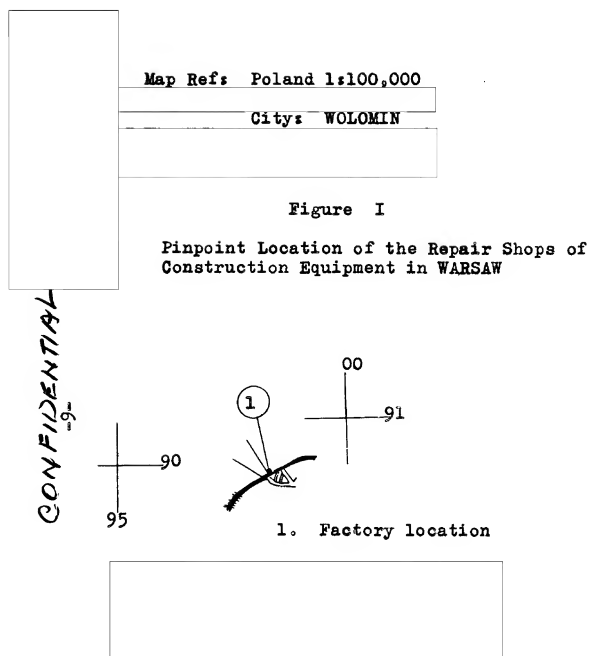
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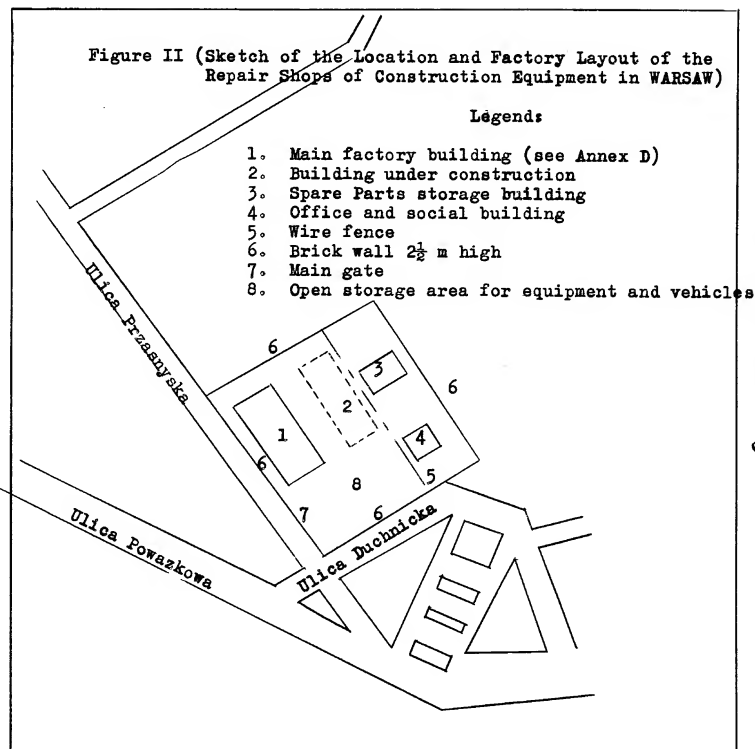
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Annex C

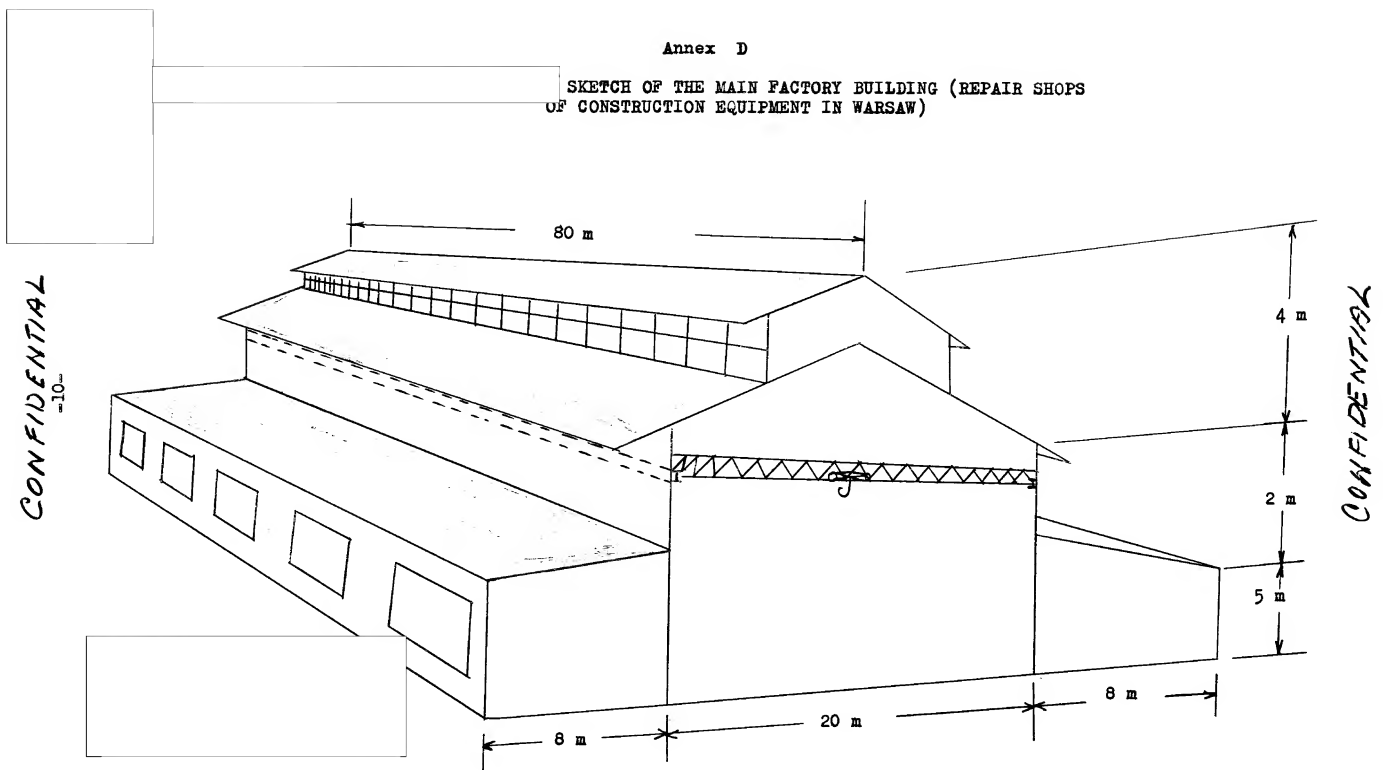


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Annex D

SKETCH OF THE MAIN FACTORY BUILDING (REPAIR SHOPS
OF CONSTRUCTION EQUIPMENT IN WARSAW)



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